

Appendix F4.2
Land Use Plans, Goals, and Policies

Land Use Plans, Goals, and Policies

F4.2.1 Introduction

Sound Transit reviewed regional, state, local and major institution master plans to identify goals and/or policies applicable to the East Link Project. The following sections summarize the applicable plans and discuss the proposed project's consistency with them. Table F4.2-1 at the end of the text provides information on specific goals and policies in the relevant plans, and the consistency of the East Link Project with each of them. The table lists each plan and presents the text of the applicable plan element and any subsections, identifies whether the East Link Project is consistent with the goal or policy, and discusses how the project is consistent. There are many policies not listed because they are not relevant to East Link. The route and station alternatives are substantially consistent with plans and policies in the study area. A maintenance facility would be required for full project at one of these locations in Segment D (MF1, 116th; MF2, BNSF; and MF3, SR 520) or Segment E (MF5, SE Redmond). Under the Bel-Red Subarea Plan and under current zoning, a maintenance facility is permitted in the Bel-Red Corridor area. The SE Redmond Maintenance Facility (MF5) is consistent with existing plans and policies for the proposed locations.

F4.2.2 Regional and State Land Use Plans

There are five regional and state planning documents that establish the framework for local land use and shoreline comprehensive plans and programs: the Washington State Growth Management Act (GMA), *VISION 2020/Destination 2030*, Sound Transit's Regional Transit Long-Range Plan, and the King County Comprehensive Plan. The following subsections provide an overview of each.

F4.2.2.1 Growth Management Act

F4.2.2.1.1 Plan Summary

The GMA (Revised Code of Washington [RCW] 36.70A), adopted in 1990 to mandate comprehensive planning, provides a comprehensive framework for managing growth and coordinating land use development with the construction of transportation

facilities and other infrastructure. Local, county, and regional plans in Washington are required to be consistent with the policies of the GMA. The GMA includes 13 planning goals for managing urban growth, protecting agricultural lands, reducing sprawl, and encouraging multimodal transportation systems. The overall goals of the GMA encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner, and encourage efficient multimodal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.

Affected jurisdictions, including Seattle, Mercer Island, Bellevue, and Redmond, keep pace with land development by making public road and transit improvements to help meet the expected transportation demand. The GMA requires local governments to develop and adopt growth management policies, plans, and regulations. Comprehensive plans require elements that address land use, housing, capital facilities, utilities, rural lands (counties only), and transportation. In addition, the transportation element is required to be consistent with the land use element. Coordination of land use and transportation is a key component of the GMA. Cities and counties are also mandated by the GMA to establish a process in their comprehensive plans to make the provision for siting essential public facilities, such as airports, state or regional transportation facilities, solid waste handling facilities, mental health facilities, group homes, and secure community transition facilities.

F4.2.2.1.2 Project Consistency

The East Link Project alternatives and stations are located within the cities of Seattle, Mercer Island, Bellevue, and Redmond, and all have adopted comprehensive plans and regulations consistent with the provisions identified in the GMA. The East Link Project would connect the four cities and their centers of employment and activity and would further the goals of the GMA. In addition, the East Link Project is considered an essential public facility and, as such, under GMA, the role of each of the cities (Seattle, Mercer Island, Bellevue and Redmond) is one of collaboration with Sound Transit in the decision-making process. Once Sound Transit's routing decision is final, the City's have a "duty to

accommodate” the light rail project in their land use plans. The East Link Project is consistent with GMA in that it would encourage growth within the urban area, reduce sprawl, and provide a transportation alternative to the single-occupant vehicle.

F4.2.2.2 VISION 2040

F4.2.2.2.1 Plan Summary

VISION 2040, adopted in 2008, serves as the region’s integrated long-range growth management strategy. It builds from the *VISION 2020* plan and expands the focus on sustainability in the incorporation of a projected additional 1.7 million people in the Puget Sound region by 2040. It promotes the development of a coordinated transportation system that is integrated with and supported by the growth management strategy and builds upon and supports local, countywide, regional, and state planning efforts. Countywide planning policies in each of the counties supply the local framework and provide additional detail for county and city comprehensive plans. *VISION 2040* strategies and policies are located within six elements: Environment; Development Patterns; Housing; Economy; Transportation; and Public Services.

VISION 2040’s focus is to contain growth, concentrate new employment into urban centers, and link the centers with a high-quality multimodal transportation system. This strategy is designed to foster a greater mix of land uses and a more complete and efficient network of streets and other public rights-of way, and to support an urban environment that is more amenable to walking, biking, and using transit. *VISION 2040* contains many goals and policies that are applicable to the East Link Project.

F4.2.2.2.2 Project Consistency

Table F4.2-1 provides information on the goals and policies of *VISION 2040* and how the East Link Project is consistent with these.

F4.2.2.3 Destination 2030

F4.2.2.3.1 Plan Summary

Destination 2030 is the long-range plan for transportation in the central Puget Sound region through the year 2030 and is the transportation element of *VISION 2040*. The transportation-related plans of the cities, counties, transit agencies, and the region form the basis for the *Destination 2030* plan. The plan looks at the needs of the Central Puget Sound Region and identifies what improvements in transportation are needed in order to meet the anticipated growth. *Destination 2030* supports a

balanced multi-modal transportation system that provides options to users and the plan identifies over 1,100 specific projects that have been designed to result in improved roads, transit, and ferry service.

F4.2.2.3.2 Project Consistency

The East Link Project is identified in *Destination 2030* and is a key component in the development of a regional high-capacity system linking urban centers. In addition, the East Link Project would allow for jurisdictions to better implement transit and pedestrian-oriented land use patterns where current zoning allows for such development to occur.

F4.2.2.4 Sound Transit - Regional Transit Long-Range Plan

F4.2.2.4.1 Plan Summary

Updated in 2005, Sound Transit’s Regional Transit Long-Range Plan represents the goals, policies, and strategies for the long-term development of a high-capacity transit (HCT) system within the Central Puget Sound Region. As the Regional Transit Authority (under Chapters 81.104 and 81.112 RCW), Sound Transit is responsible for regional HCT system planning in the context of *Destination 2030*. The Long-Range Plan serves as the basis for the next phase of HCT investments, known as Sound Transit 2 (ST2). ST2 builds upon Sound Move, the initial implementation phase of the Long-Range Plan, and extends the regional transit network, especially in areas that are now encouraging increases in land use density in their comprehensive plans and development regulations. The East Link Light Rail Transit Project is included in Sound Transit 2, The Regional Transit System Plan for Central Puget Sound (ST2), also known as the Mass Transit Expansion proposal, which was approved by the voters in November 2008.

F4.2.2.4.2 Project Consistency

East Link is a proposed regional HCT system project that is consistent with the Long-Range Plan.

F4.2.2.5 King County Comprehensive Plan

F4.2.2.5.1 Plan Summary

The King County Countywide Planning Policies (CPPs) set the framework for county and city comprehensive plans. The CPPs address issues that transcend city boundaries, such as setting urban growth areas, accommodating housing and job demand, and addressing capital facilities that are regional in nature, as well as providing a framework

to promote consistency among a multitude of city plans.

Goals of the policies include reducing urban sprawl, protecting rural areas, providing affordable housing throughout the county, and coordinating protection of environmentally sensitive areas. The CPPs call for urban centers to provide areas of concentrated employment and housing with direct service by high-capacity transit and with a wide range of land uses. In this context, the East Link Project is an important element of the region's growth strategy.

F4.2.2.5.2 Project Consistency

Table F4.2-1 discusses the goals and policies of the King County CPPs and how the East Link Project is consistent with these.

F4.2.3 Local Land Use Plans and Shoreline Management Plans

F4.2.3.1 City of Seattle Comprehensive Plan

F4.2.3.1.1 Plan Summary

Seattle's Comprehensive Plan: Towards a Sustainable Seattle, first adopted in 1994 and last amended in 2006, was developed to communicate how Seattle will accommodate residential and employment growth over the next 20 years. The plan consists of 11 elements that each contain goals and policies for guiding growth in Seattle: Urban Village, Land Use, Transportation, Housing, Capital Facilities, Utilities, Economic Development, Neighborhood Planning, Human Development, Cultural Resource, and Environment. Sound Transit reviewed the elements to identify the applicable goals and policies. The only elements with applicable goals and policies were in the Transportation and Neighborhood elements.

F4.2.3.1.2 Project Consistency

Table F4.2-1 discusses the goals and policies of Seattle's Comprehensive Plan and how the East Link Project is consistent with these.

F4.2.3.2 City of Seattle Neighborhood Comprehensive Planning Element

The East Link Project is located within existing WSDOT I-90 right-of-way within Seattle and is adjacent to the neighborhoods of International District/Chinatown, North Rainer Valley and the Central Area. These neighborhood boundaries are defined by the WSDOT I-90 right-of-way, so the I-90 Alternative (A1) is not formally located within either

neighborhood. The project team reviewed the neighborhood plans for consistency; however, there are no goals or policies that relate to transit along or associated with I-90. The plans' primary focus is on the activity centers located toward the center of the neighborhoods and outside of the study area.

F4.2.3.3 Shoreline Master Programs

Jurisdictions are required by the Washington State Department of Ecology (Ecology) to amend their Shoreline Master Programs (SMPs) every 10 years. The goal of the update planning process is to make the SMP a more effective tool for defining and implementing a jurisdiction's vision for the shoreline. The state has established a December 2009 deadline for jurisdictions to adopt the updated SMPs; however, many jurisdictions have been given an extension in which to update their SMPs. The update process and policy outcomes must comply with new guidance established by Ecology under the Shoreline Management Act.

F4.2.3.3.1 Seattle Shoreline Master Program

Seattle has passed ordinances related to land use and shorelines to amend Seattle Municipal Code 23.60 (Shoreline District) to adopt changes pertaining to light rail development in the Shoreline District. In addition, Seattle Municipal Code 23.42 (General Use Provisions) and 23.80 (Essential Public Facilities) were also updated. Updates to the SMP include the following:

- Light rail transit facilities are allowed in all shoreline environments.
- Light rail bridges and tunnels are now water-dependent uses.
- Shoreline substantial development permits only pertain to the portions of a linear transportation system (i.e., light rail) within the shoreline area rather than the entire project.
- Intermittent and temporary construction uses for light rail construction may be allowed in the shoreline district.

F4.2.3.3.2 Shoreline Management Plans for Mercer Island, Bellevue, and Redmond Plan Summary

The Cities of Mercer Island, Bellevue, and Redmond are currently undergoing an update of their SMPs in conformance with the requirement of Ecology. When updated, the SMPs are likely to include updates related to light rail corridors within the shoreline jurisdiction, including text similar to that adopted by

Seattle. Sound Transit is actively working with each of the jurisdictions on their SMPs to ensure that the East Link Project would be allowed within the shoreline environments.

Project Consistency

Once the code updates have been adopted, any alternatives within the shoreline environment would be consistent with the applicable jurisdiction's SMP.

F4.2.3.4 Comprehensive Plan of the City of Mercer Island

F4.2.3.4.1 Plan Summary

The Comprehensive Plan of the City of Mercer Island was adopted in 1994 and last updated in 2004. The comprehensive plan is used to reinforce the long-term goal of maintaining a single-family community within a unique physical setting and focusing growth and revitalizing the Town Center. The comprehensive plan is divided into five elements: Land Use, Housing, Transportation, Utilities, and Capital Facilities.

F4.2.3.4.2 Project Consistency

Table F4.2-1 discusses the goals and policies of the City of Mercer Island's Comprehensive Plan and how the East Link Project is consistent with those.

F4.2.3.5 City of Bellevue Comprehensive Plan

F4.2.3.5.1 Plan Summary

Originally adopted in 1993, the City of Bellevue Comprehensive Plan was updated in 2006. The Plan is a broad statement of community goals and policies divided into 12 elements that direct the orderly and coordinated physical development of the city into the future. Elements with goals and policies related to the East Link Project include Land Use, Transportation, Capital Facilities, Urban Design, and Environmental.

F4.2.3.5.2 Project Consistency

Table F4.2-1 discusses the goals and policies of the City of Bellevue's Comprehensive Plan and how the East Link Project is consistent with those.

F4.2.3.6 City of Bellevue Subarea Plans

F4.2.3.6.1 Plan Summary

Bellevue is divided into 14 subareas, each with its own subarea plans and with specific goals and policies developed with citizen participation to help maintain the unique characteristics and quality of life for the subarea residents. Subareas with boundaries that overlap or that the East Link Project alternatives would travel through include Southwest Bellevue,

Richards Valley, Downtown, Wilburton/NE 8th, and Bel-Red/Northrup. Only the Downtown Subarea Plan and the Bel-Red Subarea Plan have policies relevant to the East Link Project, which are recorded in Table F4.2-1.

The City of Bellevue is planning to adopt new policies, land use designations, and zoning through amendments to the City of Bellevue's Comprehensive Plan, the Bel-Red/Northrup Subarea Plan, the Crossroads Subarea Plan, the Wilburton/NE 8th Subarea Plan, and the Bellevue City Code for the Bel-Red corridor. With the amendments in place, the Bel-Red Subarea would accommodate approximately 4.5 million square feet of commercial and office space and 5,000 residential units. A Washington State Environmental Policy Act environmental impact study was completed to evaluate the impacts of adopting new policies, land use designations, and zoning identifies the City of Bellevue's preferred Bel-Red alternative route for light rail traveling through the middle of the corridor. Sound Transit is studying alternatives through the area, and once Sound Transit has determined its final routing, the City of Bellevue is required to make the appropriate changes to their comprehensive plan to accommodate this essential public facility.

F4.2.3.6.2 Project Consistency Downtown Subarea Plan

The portions of the Downtown Subarea Plan that address the East Link Project include emphasis on mixed-use and pedestrian-oriented development patterns. The East Link Project is consistent with and will help realize the goals of the Downtown Sub Area Plan.

Bel-Red Subarea Plan

City of Bellevue will adopt the Bel-Red Subarea Plan by early in 2009; however, some of the policies may still be in draft form when this document was published. Therefore, Table F4.2-1 records applicable goals and policies that are currently under consideration by the City Council of Bellevue. In summary, the East Link Project would allow Bellevue to develop and implement the desired densities and land uses within the Bel-Red area and would be consistent with the regional policies of encouraging growth in urban centers along multimodal transportation corridors. However, the SR 520 Alternative (D5), although consistent with plans and policies, would not allow the opportunity to fully implement the adopted policies for the Bel-Red neighborhood. In addition, depending on where the initial East Link terminus would be, a maintenance facility may be required in Bellevue. Under current

zoning, a maintenance facility is permitted in the Bel-Red Corridor area and it is assumed that Bellevue would accommodate a maintenance facility if sited in this area.

F4.2.3.8 Eastside Transportation Program

F4.2.3.8.1 Plan Summary

In addition to the subarea plans, Bellevue adopted the Eastside Transportation Program in order to address transportation problems on the east side of Lake Washington. Besides Bellevue, other participants include the cities of Bothell, Issaquah, Kirkland, and Redmond; King County, WSDOT; the Puget Sound Council of Governments; King County Metro; and members of the private sector.

F4.2.3.8.2 Project Consistency

Table F4.2-1 discusses the goals and policies of the Eastside Transportation Program and how the East Link Project is consistent with these.

F4.2.3.9 City of Redmond Comprehensive Plan

F4.2.3.9.1 Plan Summary

The City of Redmond Comprehensive Plan, originally adopted in 1995, was updated in 2004/2005. The plan sets out the policies to reflect community values and guide decisions about growth and change and is the policy portion of the Community Development Guide. It is a statement of Redmond's goals for the future and how these goals will be achieved. The plan consists of 15 elements that support the vision of the city. Elements related to the East Link Project include Land Use, Transportation, and Neighborhoods.

F4.2.3.9.2 Project Consistency

Table F4.2-1 discusses the goals and policies of Redmond's Comprehensive Plan and how the East Link Project is consistent with those.

F4.2.3.10 City of Redmond Neighborhood Comprehensive Planning Element

F4.2.3.10.1 Plan Summary

In addition to the City of Redmond Comprehensive Plan, neighborhoods within Redmond have developed neighborhood plans with their own set of goals and policies. The East Link Project includes route alternatives that would travel through, and have stations located within, the Overlake, Southeast Redmond, Grass Lawn, and Downtown Redmond

neighborhoods. Redmond recently adopted changes related to the Overlake neighborhood to promote the development of transit-oriented development supported by light rail.

F4.2.3.10.2 Project Consistency

Table F4.2-1 discusses the goals and policies of Redmond's neighborhood plans and how the East Link project is consistent with these.

F4.2.3.11 Overlake Hospital Medical Center

F4.2.3.11.1 Plan Summary

The 2005 Master Development Plan Amendment, prepared in January 2005, amends the 2000 Master Development Plan. In 2005, in order to allow the Overlake Hospital to expand to accommodate the changing needs of health care, the City of Bellevue amended the land use codes to allow for the required changes. The amendments provide for a greater density of development than was previously allowed.

F4.2.3.11.2 Project Consistency

Stations located close to the Overlake Hospital Medical Center would provide nonauto-oriented access to the Overlake facility, the Group Health Medical Center, and the medical offices located nearby.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
VISION 2040	
DEVELOPMENT PATTERNS	
<p>Goal: The region will direct growth and development to a limited number of designated regional growth centers.</p> <p>MPP-DP-5 Focus a significant share of population and employment growth in designated regional growth centers.</p> <p>MPP-DP-6 Provide a regional framework for designating and evaluating regional growth centers.</p> <p>MPP-DP-7 Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.</p> <p>MPP-DP-35 Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.</p>	<p>The East Link Project would promote mixed-use (commercial, office, and residential) development to allow growth at greater density where existing land use policies and regulations allow, and provide connections to urban centers with a fast, efficient, and reliable transit system.</p>
<p>Goal: Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses.</p> <p>MPP-DP-14 Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.</p> <p>MPP-DP-17 Promote transit service to and from existing cities in rural areas.</p>	<p>The East Link Project would act as a catalyst mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. The East Link Project would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities as well as regional destinations.</p> <p>Linking the urban centers with fast, reliable, and efficient transit increases the effectiveness of distribution bus transit to outer areas of the Puget Sound.</p>
<p>Goal: The region will permanently sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas.</p> <p>MPP-DP-21 Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.</p> <p>MPP-DP-22 Do not allow urban net densities in rural and resource areas.</p>	<p>The East Link Project would promote mixed-use (commercial, office, and residential) development to allow growth at greater density where existing land use policies and regulations allow, and provide connections to urban centers with a fast, efficient, and reliable transit system, which prevent the need for growth in non-urban areas. Increasing density in these areas will lessen demand on rural areas and allow them to be preserved for these preferred values.</p>
<p>Goal: The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.</p> <p>MPP-DP-35 Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.</p> <p>MPP-DP-36 Provide a wide range of building and community types to serve the needs of a diverse population.</p> <p>MPP-DP-40 Design transportation projects and other infrastructure to achieve community development</p>	<p>The East Link Project provides a fast, efficient, and reliable transportation system that would provide an alternative to the single-occupant vehicle and would also provide linkages to other travel modes including rail, buses, and walking. Efficiencies in transportation and more walkable communities are shown to improve people's quality of life.</p>

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
objectives and improve communities.	
MPP-DP-42 Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.	
<p>TRANSPORTATION</p> <p>Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state. (MPP-T-1 through MPP-T-8)</p> <p>MPP-T-1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people,</p> <p>MPP-T-3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system, goods, and services.</p> <p>MPP-T-5 Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.</p> <p>MPP-T-6 Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.</p>	<p>The East Link Project provides a fast, efficient, and reliable transportation system that would provide an alternative to the single-occupant vehicle and would also provide linkages to other travel modes including rail, buses, and walking. East Link provides connections among urban centers which would reduce the need to expand other transportation facilities. Overall, less infrastructure development would be needed with this higher density development.</p> <p>The East Link Project would reduce air pollution and conserve energy. Many of the stations would be located in areas designated for increased density, and East Link would provide direct and frequent access to other centers in the project corridor, as well as providing connections to regional destinations.</p>
<p>Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network. (MPP-T-9 through 22)</p> <p>MPP-T-9 Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.</p> <p>MPP-T-10 Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.</p> <p>MPP-T-11 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.</p> <p>MPP-T-12 Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.</p> <p>MPP-T-13 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.</p> <p>Context and Design</p> <p>MPP-T-20 Design transportation facilities to fit within the context of the built or natural environments in which they are located.</p> <p>MPP-T-21 Apply urban design principles in transportation programs and projects for regional growth centers and high capacity transit station areas.</p> <p>MPP-T-22 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.</p>	<p>The East Link Project would act as a catalyst for mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods.</p> <p>The East Link Project provides a fast, efficient, and reliable transportation system that would provide an alternative to the single-occupant vehicle and would also provide linkages to other travel modes including rail, buses, and walking. East Link provides connections among urban centers on the Eastside as well as those in adjacent communities served by the Central and North links.</p>

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
<p>Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.</p> <p>MPP-T-23 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.</p> <p>MPP-T-24 Increase the proportion of trips made by transportation modes that are alternatives to driving alone.</p> <p>MPP-T-25 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.</p> <p>MPP-T-26 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.</p> <p>MPP-T-29 Promote the preservation of existing rights-of-way for future high-capacity transit.</p>	<p>The East Link Project would provide a transportation alternative to single-occupant vehicles for persons, including those with special needs. The East Link Project would efficiently move large numbers of people, increase the capacity of existing facilities, and promote more walkable and cohesive neighborhoods. East Link would provide connections to the other urban centers in the corridor, as well as regional destinations.</p> <p>The finalization of this EIS will enable Sound Transit to preserve right of way for the preferred alternative for future light rail service.</p>
<p>ENVIRONMENT</p> <p>Goal: The overall quality of the region's air will be better than it is today.</p> <p>MPP-En-17 Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.</p> <p>MPP-En-18 Reduce levels for air toxics, fine particulates, and greenhouse gases.</p> <p>MPP-En-19 Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.</p>	<p>The East Link Project would further regional policies related to reducing dependence on single-occupant vehicles and increasing nonmotorized travel modes, especially within urban centers. The East Link Project would reduce air pollution and conserve energy. Many of the stations would be located in areas designated for increased density, and East Link would provide direct and frequent access to other centers in the project corridor, as well as providing connections to regional destinations. Promoting transit and walkable communities would reduce vehicle miles and hours traveled and therefore would reduce air pollution.</p>
<p>Goal: The region will reduce its overall production of harmful elements that contribute to climate change.</p> <p>MPP-En-20 Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.</p> <p>MPP-En-21 Reduce the rate of energy use per capita, both in building use and in transportation activities.</p> <p>MPP-En-22 Pursue the development of energy management technology as part of meeting the region's energy needs.</p> <p>MPP-En-23 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.</p>	<p>See above goal. East Link would be powered by electricity. In the Puget Sound Region and areas where East Link will be served, much of the power sources come from hydro-power, a non-polluting power source. East Link Project would reduce greenhouse gases during operation by reducing vehicle miles and hours traveled. The East Link Project would further regional policies related to reducing dependence on single-occupant vehicles and increasing nonmotorized travel modes, especially within urban centers</p>
King County Countywide Planning Policies	
URBAN COMMUNITIES ELEMENT	
<p>U-107: King County supports land use and zoning actions that promote public health by increasing opportunities for every resident to be more physically active. Land use and zoning actions include: concentrating growth into the urban area, promoting urban centers, allowing mixed-use developments, and adding pedestrian linkages.</p>	<p>The East Link Project provides support allowing the opportunity for transit-oriented development to occur within neighborhoods in Bellevue and Redmond, specifically the Bel-Red and Overlake Village neighborhoods.</p>

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
U-108: King County supports the development of urban centers to meet the region's needs for housing, jobs, services, culture, and recreation, and to promote health. Strategies may include exploring opportunities for joint development or transit-oriented development, siting civic uses in mixed-use areas, and leveraging or utilizing existing county assets in urban centers.	The East Link Project provides the opportunity for development of transit-oriented development within designated urban centers.
Environment	
E-112: A reduction in automobile use would have a direct benefit for improving air quality and should include initiatives such as: a. Increased transit services, options, and alternatives; b. Ridesharing; and c. Innovative pricing programs to capture the true cost of driving.	The East Link Project promotes a reduction in automobile use by introducing a new transit alternative that could improve air quality and conserve energy.
Transportation	
T-204: The transportation system should include: a. Freeways, arterial streets, and local/neighborhood streets; b. Local and express bus transit and paratransit services, including Americans with Disabilities Act (ADA) service programs; c. HCT; d. High-occupancy-vehicle lanes and ridesharing facilities; e. Demand and system management programs; f. Facilities and programs for pedestrians, bicyclists, and equestrians; g. Facilities to accommodate freight and goods delivery, including railroads, intermodal yards, and distribution centers; h. Airports; and i. Marine transportation facilities and navigable waterways.	The East Link Project would satisfy the need to include HCT as part of a balanced regional transportation system.
T-313: King County should support local and regional growth management plans and policies. King County should work with other jurisdictions to focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the urban growth area of King County.	The East Link Project would encourage development to occur at greater densities in those areas identified in the local plans, all of which are located with the urban growth area of King County.
T-316: HCT facilities and services that are consistent with, and supportive of, the comprehensive plan should be supported and implemented.	The East Link Project is consistent and supportive of comprehensive plans for the cities in which the project would be located.
T-501: All elements of the transportation system should be planned and operated in coordination with the cities in and abutting King County, the adjoining counties, the WSDOT, the Port of Seattle, the transit agencies that provide service in and to the County, and the Puget Sound Regional Council. Prioritization of countywide facility improvements should be coordinated among jurisdictions to implement the countywide land use vision.	Sound Transit is coordinating and will continue to coordinate with all applicable cities, King County, and WSDOT through the East Link Project prior to and during construction.
City of Seattle Comprehensive Plan	

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals		Discussion
LAND USE ELEMENT		
LU12: Promote a residential development pattern consistent with the urban village strategy, with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services, and amenities.		The Rainer Station location complements the multifamily residential development pattern by promoting walking and transit use.
TRANSPORTATION ELEMENT		
Increasing Transportation Choices		
TG8: Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.		The East Link Project provides an alternative to single-occupant vehicle travel and maintains mobility and provides fast, efficient, and reliable connections to urban centers. East Link also encourages increased density and a mixture of land uses, which promotes transit and more walkable communities.
TG9: Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and single-occupant vehicle trips.		Same as above
Making Transit a Real Choice		
TG14: Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.		The East Link Project would provide an alternative means of transportation over the single-occupant vehicle and would improve air quality and conserve energy.
T20: Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.		The East Link Project would be designed for safety and maximize safety, as well as provide fast and reliable transit access between urban centers and regional destinations.
T21: Support development of an integrated, regional HCT system that links urban centers within the city and the region.		The East Link Project would connect with the Central Link and North Link projects, providing links to urban centers and regional destinations.
Improving the Environment		
TG22: Reduce or mitigate air, water, and noise pollution from motor vehicles.		The East Link Project would reduce air, water, and noise pollution from motor vehicles by providing people with another mode of travel over single-occupant vehicles.
Connecting to the Region		
TG24: Actively engage other agencies to assure that regional projects and programs affecting the city are consistent with City plans, policies, and priorities.		Sound Transit would coordinate and work with the city to make the East Link Project consistent.
T58: Coordinate with regional, state, and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.		Sound Transit would coordinate and work with the city to make the East Link Project consistent.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals		Discussion
Neighborhood Planning		
CA-P14: Facilitate access to employment centers for Central Area residents who use public transit. Maintain efficiency of direct transit service to downtown, improve north-south transit service to regional job centers, and improve access to Eastside transit service.		East Link light rail would provide direct transit service to downtown and provide connections to regional job centers as well as improve access across Lake Washington to the Eastside cities.
City of Mercer Island Comprehensive Plan		
LAND USE ELEMENT		
1.1: A mixed-use core should be located adjacent to a regional transit facility and be of sufficient size and intensity to create a focus for Mercer Island.		The East Link Project includes a station adjacent to the mixed-use Town Center and provides connections to regional destinations.
1.2: To create opportunities for housing, multi-modal transportation, and development consistent with the city's share of regional needs.		The East Link Project provides a transportation mode that promotes increased density and allows Mercer Island to more effectively meet regional needs.
TRANSPORTATION ELEMENT		
4.1 The City of Mercer Island will continue to work with King County Metro during the update of its Six-Year Plan; the City will also work with Sound Transit and other transit providers during the creation and amendment of their long-range system plans to develop adequate transit services to meet the needs of the Island, including: <ul style="list-style-type: none"> • Maintain and encourage public transit service on the Island; • Provide convenient transit connections to regional activity centers, including the Seattle Central Business District, Bellevue, the University of Washington and other centers; • Convenient transit service for travel on Mercer Island; and • Potential new services including demand-responsive transit for the general public, subscription bus, custom bus services, or school buses on a space available basis. 		The East Link Project would provide a fast, efficient, and reliable mode of transit connecting urban centers and providing connections to regional activity centers.
8.1: The I-90 Memorandum of Agreement was amended in 2004. Any future modification to such access for Mercer Island traffic must comply with the terms and conditions of the MOA, as amended, and must properly mitigate the impacts of any reduction in Mercer Island traffic mobility and capacity, as set forth in Resolution 1337.		Policy 8.1 refers to the MA I-90 of 1976 (Amended in 2004), which directs the agencies (King County, City of Bellevue, City of Seattle, City of Mercer Island, Washington State Transportation Commission, and Sound Transit) to provide HCT in the center lanes of I-90 between Bellevue and Seattle as quickly as possible. East Link would provide a fast, efficient, and reliable mode of transit connecting these two urban centers.
8.3: The City of Mercer Island will work with King County Metro and Sound Transit to ensure adequate levels of transit service linking Mercer Island to the rest of the region.		Sound Transit has been communicating and working with the City of Mercer Island and will continue to do so throughout the process.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals		Discussion
City of Bellevue Comprehensive Plan		
LAND USE ELEMENT		
<p>Goal: To develop and maintain a land use pattern that:</p> <ul style="list-style-type: none"> • Protects natural systems and helps realize the vision of a "City in a Park;" • Maintains and strengthens the vitality, quality, and character of Bellevue's residential neighborhoods; • Supports the downtown urban center and a variety of other commercial areas serving the city and the larger region; • Supports and is supported by a variety of mobility options; • Is aesthetically pleasing; and • Makes efficient use of urban land. 		The East Link Project would promote mixed-use development in designated urban growth areas and focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods and protecting those areas where growth is not encouraged. East Link would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations.
Growth Management		
<p>LU-3: Accommodate growth targets of 10,117 additional households and 40,000 additional jobs for the 2001-2022 period. These targets represent the city's commitment to develop the zoning and infrastructure to accommodate this level of growth; they are not a commitment that the market will deliver these numbers.</p>		The East Link Project would support more intensive development to accommodate the level of growth in areas where stations are located and where zoning allows for such development to occur.
Residential/ Neighborhood Areas		
<p>LU-22: Protect residential areas from the impacts of non-residential uses of a scale not appropriate to the neighborhood.</p>		The East Link project alternatives travel along the boundaries of residential neighborhoods but do not traverse through residential neighborhoods. Some project alternatives would acquire residential properties and/or have other potential operational or construction impacts along the edge of residential neighborhoods in Segments B and C. These impacts can be mitigated or minimized and would not result in adverse impacts to the overall quality or cohesion of these residential neighborhoods. Light rail stations near residential neighborhoods would provide a benefit to these areas in terms of improved access to transit.
TRANSPORTATION ELEMENT		
<p>Goal: To maintain and enhance mobility for residents and businesses through the creation and maintenance of a balanced system of transportation alternatives that:</p> <ul style="list-style-type: none"> • Provides a wide range of travel choices; • Supports the land use vision of the city; • Protects our neighborhoods from adverse transportation impacts; • Reflects the regional role of the city in transportation issues; and • Reduces the overall dependency on automobiles throughout the city. 		The East Link Project reduces dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other modes, and also supports development in those areas targeted for growth. East Link also supports the land use vision for Bellevue, including the Downtown neighborhood.
Transportation and Land Use		
<p>Goals:</p> <ol style="list-style-type: none"> 1. To implement a fully multi-modal transportation system that supports the land use vision of the Comprehensive Plan and the role of Downtown Bellevue as the Eastside urban center. 2. To reduce the use of single-occupant vehicles by creating a land use pattern that allows for shorter vehicular trips and the use of alternative travel options. 		Same as above

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals		Discussion
TR-1: Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan Land Use vision.		Same as above
TR-2: Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that carry out the city's transportation and land use goals.		Sound Transit has been working and will continue to work with the jurisdictions along the East Link Project corridor as well as regional and state agencies.
TR-4: Ensure that downtown Bellevue, the major urban center of the Eastside, includes the following: 1. Intensity/density of land uses sufficient to support HCT; 2. Mixed uses for both day and night activities; 3. Pedestrian emphasis; and 4. Alternatives to single-occupant vehicles.		The East Link Project provides an alternative to single-occupant vehicles and supports the increased density currently existing and that planned for construction. The increased density with the addition of light rail promotes a more walkable neighborhood.
TR-8: Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process.		The East Link Project supports transit-oriented development in station areas that allows for increased density and would also increase the walkability of the surrounding area.
Mobility Management		
Goals: 1. To provide multiple travel options for transit users, pedestrians, bicyclists, and rideshare users, as well as the drivers of private vehicles. 2. To ensure that all members of the community, including those transportation disadvantaged, have viable travel options.		The East Link Project provides a fast, efficient, and reliable mode of transit that would provide linkages to other transit options and would be designed to provide all members of the communities with access to the stations and trains.
TR-26: Address the special needs of citizens with various degrees of mobility in planning, designing, implementing and maintaining transportation improvements and other transportation facilities, and in delivering transportation services and programs.		Same as above
TR-29: Develop the transportation system in a manner that supports the regional land use and transportation vision presented in <i>VISION 2020, Destination 2030</i> , and the Countywide Planning policies for King County.		The East Link Project would further the regional policies related to reducing dependence on single-occupant vehicles and increasing nonmotorized travel modes, especially within urban centers, and related to increased density within urban centers.
Regional Transit		
Goals: 1. To provide a regional transit service at levels that support the land use goals of the city. 2. To provide high-performance transit connections with the other urban centers in the region. 3. To develop programs to encourage ridership on regional transit.		The East Link Project would provide fast, reliable, and efficient transit service to the City of Bellevue and connections to the other urban centers in the corridor and other urban communities, as well as regional destinations. East Link also supports the land use goals by encouraging higher density and mixed-use development.
TR-59: Provide regional leadership for Sound Transit Phase 2 planning efforts.		Sound Transit and the City of Bellevue have been coordinating through the East Link Project planning phase and will continue to coordinate through the entire project.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
<p>TR-70: Promote transit use and achieve land use objectives through transit system planning that includes consideration of:</p> <ol style="list-style-type: none"> 1. Land uses that support transit, including mixed-use and night-time activities; 2. Transit-oriented development opportunities with the private and public sectors; 3. A safe and accessible pedestrian environment, with restrictions on auto access; 4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles, and pedestrians; 5. Urban design and community character that support and facilitate transit use; and 6. Protecting nearby neighborhoods from undesirable impacts. 	<p>The East Link Project supports mixed-use development in designated urban growth areas and help focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. Light rail stations are designed to integrate access from other modes. Stations are designed to fit in neighborhood and facilitate transit use consistent with Light Rail Best Practices policies. East Link operational impacts to neighborhoods, as analyzed in this Draft EIS, are mitigated.</p>
<p>TR-71: Improve transit connections between downtown Bellevue and other designated urban centers.</p>	<p>The East Link Project would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations.</p>
<p>High Capacity Transit</p>	
<p>TR-73: Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.</p>	<p>The East Link Project would provide HCT service to Downtown Bellevue as well as other urban centers along the East Link Project corridor and adjacent centers associated with the Central Link and North Link projects.</p>
<p>TR-74: Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with services provided to other urban centers.</p>	<p>Same as above</p>
<p>TR-75: Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.</p>	<p>Same as above</p>
<p>Light Rail Transit</p>	
<p>TR-75.1: Develop a light rail system in collaboration with the regional transit provider that advances the City's long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.</p>	<p>The East Link Project Draft EIS analyzes impacts on the environmental and neighborhoods and provides mitigation for significant impacts. East Link Project contributes to a balanced regional transit system to key urban centers.</p>
<p>TR-75.2: Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.</p>	<p>East Link Project design would include input from the local jurisdictions. Sound Transit and the City of Bellevue have been coordinating through the East Link Project planning phase and will continue to coordinate through the entire project.</p>
<p>TR-75.3: Develop and maintain a strong working relationship with the regional transit provider to ensure a collaborative effort to implement light rail in Bellevue.</p>	<p>Sound Transit and the City of Bellevue have been coordinating through the East Link Project planning phase and will continue to coordinate through the entire project.</p>
<p>TR-75.4: Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit provider. Members of the community should have opportunities throughout any light rail planning and implementation process to help shape the ultimate configuration of any light rail system in Bellevue and throughout the Eastside.</p>	<p>Sound Transit has provided extensive opportunities for public involvement (see Appendix B) throughout the East Link Project planning phase and will continue public outreach through the entire project.</p>

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
TR-75.5: Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the city's major employment centers and residential areas. A light rail system should add new travel capacity within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail while minimizing impacts to other modes.	The East Link Project is a high-capacity transit alternative to the single-occupancy vehicle that would provide fast, reliable, and efficient connections to the other regional urban centers in the corridor and other urban communities, as well as regional destinations. East Link also supports the land use goals for higher density and mixed-use development, and uses dedicated right-of-way to ensure reliability and maximize speeds when possible.
TR-75.6: Support plans by the regional transit provider to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with service that optimizes convenience for riders. Light rail should connect "somewhere to somewhere."	The East Link Project would provide fast, reliable, and efficient connections to the regional urban centers in the corridor and other urban communities, as well as regional destinations.
TR-75.7: Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City's land use and transportation vision.	East Link Project alternatives and station locations were chosen for proximity to existing and planned commercial, employment and residential concentrations consistent with community plans.
TR-75.8: Advocate for an alignment for downtown Bellevue that advances the adopted land use vision for an urban downtown by: <ol style="list-style-type: none"> 1. Optimizing ridership, system performance, and user convenience; 2. Locating stations in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea; 3. Addressing aesthetic concerns and promoting superior urban design integration, within the established urban context; 4. Minimizing impacts on businesses and residents during construction; and 5. Minimizing overall impacts of a light rail system on the operation of the downtown street network. 	<p>Station locations were chosen for proximity to existing and planned commercial, employment and residential concentrations consistent with community plans and optimum ridership potential.</p> <p>The Draft EIS evaluates how East Link will perform with land use and transportation systems to minimize disruption and, where necessary, include mitigation measures to further reduce impacts on adjacent properties during construction.</p> <p>Sound Transit would continue to work with the City and residents during planning and design of the East Link Project to ensure the design of the stations best reflects the character of the surrounding area.</p>
TR-75.9: Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by: <ol style="list-style-type: none"> 1. Protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood; 2. Minimizing impacts to wetlands and other natural resources; 3. Providing local access to the system for Bellevue neighborhoods; and 4. Optimizing ridership and user convenience. 	<p>East Link will preserve adequate ingress and egresses to the neighborhoods.</p> <p>Sound Transit has enacted avoidance and minimization measures to wetlands and other natural resource areas, where impacts cannot be avoided, mitigation is proposed.</p> <p>Each station is designed to encourage pedestrian and non-motorized accessibility.</p>
TR-75.10: Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.	All Segment D Alternatives are consistent with the Bel-Red Subarea, although the SR 520 Alternative (D5) may not be as effective in the development of transit oriented developments at 124 th and 130 th areas of Bel-Red Corridor.
TR-75.11: Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.	This Draft EIS evaluates effects to environmentally sensitive areas from operation and construction of the East Link Project. Sound Transit has enacted avoidance and minimization measures and will continue to do so throughout project development. Where impacts cannot be avoided, mitigation is proposed.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
<p>TR-75.12: Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community. This includes, but is not limited to the following:</p> <ol style="list-style-type: none"> 1. Incorporating superior urban design, complementary building materials, and public art; and 2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings. 	<p>Sound Transit would continue to work with the City and residents during planning and design of the East Link Project to ensure the design of the stations best reflects the character of the surrounding area, including landscaping and compatible building materials, and art elements.</p>
<p>TR-75.13: Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design.</p>	<p>Same as above.</p>
<p>TR-75.14: Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.</p>	<p>Same as above.</p>
<p>TR-75.15: Formulate standards and guidelines that can be applied by the regional transit provider to create stations that are a valued place in the community by providing: 1. Access and linkages to the surrounding community; 2. A comfortable place to be, not just pass through; 3. A place that works for both large and small numbers of people; and 4. Design that encourages social interaction among people.</p>	<p>Same as above.</p>
<p>TR-75.16: Work with neighborhood groups, business owners, other stakeholders, and the regional transit provider to identify and fund additional improvements that can be constructed efficiently in conjunction with project construction.</p>	<p>Sound Transit would coordinate with city on identified improvement projects per Sound Transit policy.</p>
<p>TR-75.17: Protect Bellevue's residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.</p>	<p>This Draft EIS outlines the avoidance, minimization and mitigation measures for potential environmental, traffic and noise impacts associated with the operation and construction of East Link.</p>
<p>TR-75.18: Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.</p>	<p>In neighborhoods where parking does not currently have restrictions, Sound Transit would work with the applicable jurisdictions to implement prevention strategies (i.e., time limits or neighborhood permit programs) where appropriate.</p>
<p>TR-75.19: Ensure that any future land use that occurs around station areas is consistent with the Comprehensive Plan land use vision for that area, recognizing that: 1. Some potential station areas (e.g. Bellevue Red) could support more intense redevelopment that includes density increases that support transit; 2. Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation without changes to land use intensity; and 3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough).</p>	<p>Land use changes are regulated by jurisdictions and East Link Project alternatives and station locations were chosen for proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans.</p>
<p>TR-75.20: Maintain and enhance the safety of Bellevue's streets when incorporating light rail, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.</p>	<p>East Link Project would be designed with integration into the pedestrian-friendly environment with context sensitive design considerations. Drop-off designation areas are planned at proposed station locations and bicycle racks are planned where appropriate. Signage and wayfinding designs for each mode would be developed with input from affected jurisdictions.</p>
<p>TR-75.21: Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail operation and minimize delay, while maintaining capacity for non-rail vehicle movements.</p>	<p>Chapter 3 and the Transportation Technical Report of this Draft EIS describes where transit signal priority (TSP) technology would be integrated into the planning and design of East Link Project Alternative.</p>

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
<p>TR-75.22: Encourage quality design and construction in the light rail system, by:</p> <ol style="list-style-type: none"> 1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and 2. Incorporating art, public spaces, and other features as community assets. 	<p>East Link Project facilities would be design with durable materials and consistent with community character. Sound Transit implements an art in public spaces program into their facility design. East Link Project design would incorporate input from affected jurisdictions.</p>
<p>TR-75.23: Coordinate with the regional transit provider to employ crime prevention principles in the design of light rail stations, and use available technologies to deter crime. Examples include:</p> <ol style="list-style-type: none"> 1. Visibility of station platform from adjacent streets and parking; 2. Open and well-lighted pedestrian connections to parking and adjacent community; 3. Video surveillance on station platforms and trains; and 4. Establishing and enforcing a fare paid zone for station platforms. 	<p>Sound Transit implements Crime Prevention through Environmental Design (CPTED) design principles directed at reducing crime incidents at stations and park-and-ride lots. Other measures to minimize crime would include the use of equipment (i.e., closed circuit TV, sealed fare boxes, and automatically sealed exits), the use of anti-crime programs such as anti-graffiti programs, and the use of security personnel.</p>
<p>TR-75.24: Develop agreements with the regional transit provider to ensure long-term safety and security, operation and maintenance of stations.</p>	<p>Sound Transit contracts security personnel, operation and maintenance of their systems.</p>
<p>TR-75.25: Develop and maintain a safe and convenient pedestrian network to light rail stations, through shared responsibility with the regional transit provider, that is intended to:</p> <ol style="list-style-type: none"> 1. Provide short, direct routes within a ten-minute walk; 2. Incorporate principles of universal design, i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximize safety for all pedestrians at street crossings; and 4. Give priority to pedestrian access and safety in station areas. 	<p>This Draft EIS has evaluated existing and future pedestrian and bicycle access to ensure that safe connections would be maintained or integrated into East Link Station design.</p>
<p>TR-75.26: Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs.</p>	<p>Station designs consider all joining modes – pedestrian, kiss-and-ride, transit transfers, bicycles and when possible and needed, park-and-ride facilities. Sound Transit complies with Americans with Disability Act design requirements.</p>
<p>TR-75.27: Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.</p>	<p>Park and ride facility needs are evaluated based on transit ridership models and are consistent with Sound Transits Long Range Plan to develop a HCT that supports the urban centers through which it passes. Sound Transit would work closely with local bus service providers to integrate bus service and planning for adequate bus transfers at East Link Station locations.</p>
<p>TR-75.28: Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit-to-transit, transit-to-pedestrian, transit-to-bicycle, and transit-to-pick-up/drop-off transfers, with an emphasis on safety for people transferring between the station platform and the various modes.</p>	<p>Stations have been located at existing transit centers, based on input from King County Metro and other transit agencies, to optimize other transit and non-motorized travel opportunities.</p>
<p>TR-75.29: Develop and implement an integrated wayfinding system, incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users.</p>	<p>Sound Transit has a signing program to facilitate user-friendly understanding.</p>
<p>TR-75.30: Evaluate proposed new park and ride facilities and expansion of existing park and ride facilities to serve light rail transit, for their effectiveness to serve the community and the light rail system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.</p>	<p>Park and ride facilities needs are evaluated based on transit ridership models and are consistent with Sound Transits Long Range Plan to develop a HCT that supports the urban centers in which it passes.</p>

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
TR-75.31: Develop an interlocal agreement with the regional transit provider to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.	A mitigation monitoring plan would be developed to monitor implementation of mitigation measures.
TR-75.32: Collaborate with the regional transit provider to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted at one time and minimizes the time period of disruption.	A construction management plan would be developed with opportunities for input from affected jurisdictions.
TR-75.33: Place a priority on the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with the regional transit provider. Monitor the outcomes of these efforts and pursue adjustments with the regional transit provider to ensure continued effectiveness.	Sound Transit's noise policy is committed to minimizing noise levels at the source, which is the vehicle wheel rail interface. In addition, Sound Transit has committed to a maintenance program that includes periodic rail grinding or replacement, wheel truing or replacement, vehicle maintenance, and operator training, which help to maintain low noise levels along transit corridors.
TR-75.34: Develop and implement an early and ongoing program with the regional transit provider to provide assistance to residents and businesses affected by construction.	Sound Transit would develop and begin implementing a Construction Outreach Program prior to commencing construction.
TR-75.35: Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit provider, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.	Proposed staging areas have been sited to minimize disturbance as practicable.
State Highway Corridors	
TR-94: Support multi-modal transportation solutions including general purpose lanes, HCT, high-occupancy vehicle lanes, and transit and non-motorized improvements that use the best available technologies.	The East Link Project provides HCT, a fast, reliable, and efficient mode of transportation that would provide linkages to other non-motorized and transit options.
TR-96: Support HCT facilities on I-90 and SR- 520, with service to Downtown Bellevue included as an integral part of each option.	The East Link Project provides service across I-90 and along the SR 520 corridor, linking Downtown Bellevue to Seattle and Redmond as well as other urban centers associated with the East Link, Central Link, and North Link projects.
Transportation, Environment, and Quality of Life	
Goal: To minimize the impacts of the transportation system on the city's environment and neighborhood quality of life.	The East Link Project would provide for an improved quality of life by providing a fast, efficient, reliable mode of transit, encouraging increased densities where allowed, and promoting more walkable and cohesive neighborhoods. The East Link Project includes mitigation and design measures that would minimize impacts on the city's environment and neighborhood quality of life.
TR-118: Mitigate air quality, noise, light/glare, and other adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.	The East Link Project would include measures to avoid or mitigate adverse impacts during construction and operation.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals		Discussion
CAPITAL FACILITIES ELEMENT		
CF-13: Define essential public facilities consistent with the Growth Management Act (GMA), as facilities that are difficult to site or expand and that provide services to the public, or are substantially funded by the government or are contracted for by the government or are provided by private entities subject to public service obligation.		Light rail is considered an essential public facility. Essential public facilities are typically difficult to site (e.g., airports, education facilities, transportation facilities and others). Local comprehensive plans must accommodate the siting of essential public facilities.
CF-14: Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in Policy CF-16: 1. The facility meets the GMA definition of an essential public facility at RCW 36.70A.200(1) now and as amended; or 2. The facility is on the statewide list maintained by the Office of Financial Management (ref. RCW 36.70A.200(4)) or on the countywide list of essential public facilities; and 3. The facility is not otherwise regulated by the Bellevue land use code.		As described above, the East Link Project is an essential public facility and jurisdictions are required by the GMA to accommodate light rail in their land use plans.
ENVIRONMENTAL ELEMENT		
EN-37: Reduce runoff from streets, parking lots, and other impervious surfaces and improve surface water quality by using low-impact development techniques in new development and redevelopment.		The East Link Project includes stormwater detention and treatment to address impacts related to stormwater runoff and the designed systems. Sound Transit's Environmental Sustainability and Management System require that low-impact operational stormwater management techniques be investigated and considered during the design process for the project.
URBAN DESIGN ELEMENT		
UD-47: Work closely and cooperatively with the regional transit provider in the planning and design of any transit facility to ensure that the design of the facilities reflects the general character of Bellevue and the surrounding neighborhoods.		Sound Transit would continue to work with the City and residents during planning and design of the East Link Project to ensure the design of the stations best reflects the character of the surrounding area.
UD-49: Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities and other modes of transportation with transit facilities.		Sound Transit would ensure that the design of the stations takes into consideration pedestrian and bicyclist amenities and all of the stations would be designed and constructed to comply with the Americans with Disabilities Act.
City of Bellevue Comprehensive Plan Volume 2: Subarea Plans and Transportation Facility Plans		
DOWNTOWN SUBAREA PLAN		
Eastside Center District		
S-DT-85: Allow uses and development intensity that is supportive of transit and day/night activity.		The East Link Project would allow for the development intensity that is supportive of both transit and day/night activity.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals		Discussion
Edges and Transitions		
S-DT-125: Use lineal green open space buffers directly downtown (north of NE 12th Street between 106th Place NE and 112th NE, and in the vicinity of the southeast corner of downtown) to provide transition from downtown to surrounding residential neighborhoods.		Some alternatives in Segment C would temporarily disrupt the open space between 106th Place NE and 112th Avenue NE (McCormick Park) during construction. During operation there would be no net loss in this open space. In addition, there are other opportunities to create new green open space buffers with a number of the alternatives south of Main Street.
Transportation and Circulation		
S-DT-133: Encourage transit service providers to improve transit connections between Downtown Bellevue and other designated urban centers.		The East Link Project would improve the transit connections between Downtown Bellevue and other centers in the study area, along with providing improved access to urban centers in Seattle.
S-DT-138: Work with Sound Transit and other regional partners to develop a HCT system that connects Downtown Bellevue to other key activity centers.		East Link, a Sound Transit project, would provide a fast, reliable, and efficient mode of HCT linking Downtown Bellevue to the other urban centers in the corridor and other urban communities and destinations in the region.
BEL-RED SUBAREA PLAN – TO BE ADOPTED FALL 2008		
S-BR-H1: Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region.		East Link would provide a fast, reliable, and efficient mode of HCT linking Downtown Bellevue to the other urban centers in the corridor and other urban communities and destinations in the region.
S-BR-H2: Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.		Sound Transit's Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the design process for the project. East Link proposes to improve stream habitat in several areas where crossings may effect stream habitats.
S-BR-H3: Identify and preserve necessary rights of way for the transportation projects identified in this plan by ensuring that proposed site and building development plans are compatible with the planned transportation system.		Sound Transit has coordinated with City of Bellevue to design the alternatives consistent with newly proposed transportation systems within Bel-Red Subarea Plan.
S-BR-H11: Incorporate public access where appropriate and environmental restoration components, such as removal of fish passage barriers and the creation of wildlife passages in the design and development of roadways that intersect stream corridors.		East Link proposes to improve stream habitat in several areas where crossings may effect stream habitats.
S-BR-H13: Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through-block pedestrian connections and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.		Proposed East Link Stations include amenities and considerations of patrons needs, including weather protection, pedestrian comfort and safety designs.
S-BR-H15: Develop multiple access points to the planned BNSF corridor multi-use trail.		All alternatives provide new access to and from the proposed BNSF trail without conflicting with trail development needs.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
S-BR-H17: Work with King County Metro and other transit providers to serve emerging new land uses in the Bel-Red Subarea, and to connect to and support future light rail or alternative forms of high capacity transit.	Sound Transit works closely with local jurisdictions and local bus service providers to integrate bus service into the project design. East Link Project alternatives and station locations were chosen for proximity to existing and planned commercial, employment and residential concentrations consistent with community plans.
S-BR-H18: Work with Sound Transit to realize the City's preferred light rail route, alignment and station locations. Support the development of light rail station in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE, NE 16th Street, and 130th Avenue NE/NE 16th Street.	All Segment D alternatives would serve these areas, but SR 520 Alternative (D5) would not directly serve the planned areas of 122nd Avenue NE, NE 16th Street, and 130th Avenue NE/NE 16th Street with stations.
S-BR-H19: Include transit-supportive improvements, such as transit shelters, wayfinding signage, and other features through a combination of public investments and a regulatory framework applicable to private development.	Proposed East Link Stations include amenities and considerations of patrons needs, including weather protection, pedestrian comfort and safety designs. Signage and wayfinding designs would be developed in cooperation with input from affected jurisdictions.
S-BR-H20: work WITH sound Transit to determine the need for a future light rail maintenance facility in Bel-Red, and if needed, to locate it where compatible with planned land uses and transportation facilities and services.	The preferred location for the maintenance facility would be decided by the Sound Transit Board with input from affected jurisdictions.
S-BR-H21: Implement a transportation demand management program to reduce Bel-Red single-occupancy trip demand, and increase the share of trips utilizing transit, carpools and vanpools, and pedestrian and bicycle options.	East Link, a Sound Transit project, would provide a fast, reliable, and efficient mode of HCT linking Downtown Bellevue to the other urban centers in the corridor and other urban communities and destinations in the region. This would support Bellevue's Transportation Demand Management program.
S-BR-H12: Coordinate with state and regional transportation and transit agencies (WSDOT, Sound Transit and King County Metro) on planning and providing transportation projects and services needed to implement this Subarea Plan.	Sound Transit has been working and will continue to work with the jurisdictions along the East Link Project corridor as well as regional and state agencies.
Eastside Transportation Program	
Transit and Ridesharing Facilities and Services	
ETP-11: Improve intra-Eastside transit service with better connections between regional and Eastside activity centers. Transit service improvements should be linked to actions designed to increase transit demand and facilitate more cost-effective service delivery; for example, increased development density (residential and employment), parking management, and other transportation demand management strategies.	The East Link Project would promote mixed-use development in designated urban growth areas and focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. East Link would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations.
ETP-12: Orient the most intensive levels of transit service linking the Eastside to regional activity centers such as Downtown Bellevue, Downtown Seattle, and the University District.	The East Link Project would provide a fast, reliable, and efficient mode of HCT linking Downtown Bellevue to the other urban centers in the corridor and other urban communities and destinations in the region.
ETP-21: Confirm Eastside corridors as high priorities for implementation of the regional HCT system. Key corridors for HCT service on the Eastside include I-90, I-405, SR 520 and SR 522.	The East Link Project operates along I-90 and SR 520 corridors.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
ETP-22: Specific routes of the HCT system within these corridors, and the location of stations and other facilities, should be determined through the regional HCT planning process.	Sound Transit has been and will continue to coordinate with the cities through the regional planning process. The specific route and station locations for the light rail project will be determined by the Sound Transit Board.
ETP-23: HCT does not refer to a specific technology or vehicle, but to high-occupancy vehicle(s), operating on an exclusive right-of-way, guideway, or track, providing express service with infrequent stops. HCT is characterized by higher speeds than conventional transit, and greater reliability. The regional HCT system could include several different travel modes selected to meet the unique needs of the different travel corridors. Specific HCT technologies for Eastside corridors should be selected according to the type and density of present and planned development.	Light rail is an HCT technology that would operate within a dedicated right-of-way providing efficient, reliable, and fast connections to urban centers in the project corridor, as well as other urban centers in the region.
ETP-26: The regional system should focus on providing express service between regional activity centers, with convenient and supporting connections to and between Eastside activity centers.	Same as above
Land Use Planning and Transportation	
ETP-30: Develop and implement regional land use policies to discourage low-density sprawl, concentrate growth in activity centers, and encourage denser development to enhance cost-effective provision of public transit services.	The East Link Project would be consistent with land use policies by supporting high-density development around a number of stations where plans and policies encourage increased density and a mixture of land uses.
ETP-32: Implement land use changes that will support a HCT system, such as high- density development around station locations.	Same as above
City of Redmond Comprehensive Plan	
LAND USE ELEMENT	
LU-43: Designate Redmond's downtown and the Overlake Center as urban centers under the Countywide Planning Policies and recognize these areas as such in all relevant local, regional policy, planning and programming forums. Through plans and implementation strategies, encourage and accommodate focused office, retail, and housing growth and a broad array of complementary land uses. Also, emphasize support for transit use, pedestrians, and bicycling.	The East Link Project is evaluating stations located within both Downtown Redmond and the Overlake Center. East Link would support an increased density of mixed land uses and would emphasize transit, walking, and bicycling.
TR-25: Use transit as a way to provide for access, circulation, and mobility needs in areas planned for higher-density mixed-use development and for favorable pedestrian environments.	The East Link Project would support mixed-use development in designated urban growth areas and focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. East Link would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations.
TR-29: Participate actively and continuously in the planning and development of an efficient, timely, and effective regional HCT system that is competitive with the single-occupant vehicle. Plan for the extension of HCT to the Eastside and to Overlake, Downtown Redmond, and SE Redmond as part of Sound Transit Phase 2, or any successor plan.	The East Link Project provides a fast, efficient, and reliable mode of transit as an alternative to single-occupant vehicles, and would provide service to Overlake, Downtown Redmond, and SE Redmond as well as connections to other urban centers in the East Link corridor and the region. Sound Transit will continue to coordinate with the City of Redmond for future phases of East Link.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
<p>TR-30: Support HCT service and support facilities for Redmond that:</p> <ul style="list-style-type: none"> • Provide service to Overlake, Downtown Redmond, and SE Redmond that is located to ensure efficient, timely, and effective service, within an HCT route located mainly in the SR 520 freeway corridor; • Locate HCT stations in Overlake, Downtown Redmond, and SE Redmond; • Locate the Downtown Redmond station site near the intersection of SR 202 and SR 520; and • Achieve higher bus transit service levels to and within Redmond's two urban centers, providing connections to the HCT stations. 	Same as above
<p>City of Redmond Neighborhood Comprehensive Planning Element</p>	
<p>OVERLAKE NEIGHBORHOOD PLAN UPDATE</p>	
<p>N-OV-28: Increase mobility within Overlake and provide for convenient transit, pedestrian, and bicycle routes to and from Overlake by:</p> <ol style="list-style-type: none"> 1. Encouraging commuter traffic to use regional facilities such as SR 520; 2. Encouraging use of transit, car pools, bicycles, and other forms of transportation, that decrease congestion and parking demand; 3. Enhancing multimodal connections within the Overlake Neighborhood and between the neighborhood and nearby areas, including Downtown Redmond; and 4. Providing bicycle facilities, such as bicycle racks in new developments, bike lanes on key streets, and signage at key points. 	<p>The East Link Project provides a fast, efficient, and reliable mode of transit as an alternative to single-occupant vehicles and would provide service to Overlake, Downtown Redmond, and SE Redmond as well as connections to other urban centers in the East Link Project corridor and the region.</p>
<p>N-OV-29: Strive to achieve, by 2030, a non-single-occupancy vehicle (transit, bicycling, walking) mode split of 40% for peak-period trips in Overlake through such means as providing a pedestrian and transit supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options, including light rail and bus rapid transit, and implementing a parking management plan.</p>	<p>The East Link Project would provide a non-single-occupant vehicle form of transportation and would also provide opportunities for supportive land uses, and thereby would further the ability of achieving the mode split in the neighborhood.</p>
<p>N-OV-30: Establish Overlake as a Growth and Transportation Efficiency Center by 2010 to promote the use of alternative transportation modes in Overlake.</p>	<p>The East Link Project would help fulfill this goal by providing an alternative transportation mode in Overlake.</p>
<p>N-OV-36: Work closely with Sound Transit and other agencies to identify a preferred light rail route through Overlake Village, along such routes as 152nd Avenue NE, NE 24th Street, or others as identified through Sound Transit's East Link Light Rail planning process. Promote SR 520 as the preferred corridor leading from Overlake Village to the Employment Area and Downtown Redmond.</p>	<p>Sound Transit and the City of Redmond have been coordinating and working together through the East Link Project planning phase and will continue to coordinate through the entire project.</p>
<p>N-OV-37: Locate two light rail stations within the Overlake Neighborhood. Locate a light rail station in Overlake Village in the vicinity of 152nd Avenue NE and NE 24th Street. Create a dynamic and high-quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments that emphasizes pedestrian activity and minimizes parking facilities. Locate a second light rail station in the Employment Area adjoining the existing Overlake Transit Center at NE 40th Street. Create a high-quality place that fits seamlessly with the character of the Employment Area, facilitates transfers between transportation modes, and encourages additional uses to be developed on the Overlake Transit Center site that are supportive of transit stations, such as housing and convenience retail or service uses.</p>	<p>Alternatives associated with the East Link Project include the stations located within the Overlake Neighborhood. East Link would support transit-oriented development by allowing a greater density and a mixture of land uses to occur in the station areas. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. East Link would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations.</p>
<p>N-OV-50: Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.</p>	Same as above

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
N-OV-56.2: Recognize the public benefit that can be derived from the site's proximity to the Overlake Village Transit Center, the planned bus rapid transit line, and the proposed Sound Transit light rail station by encouraging walkable, transit-supportive development through incentives tied to building height and allowable floor area.	Same as above
N-OV-74: Encourage linkages between employment campuses and other parts of the neighborhood for walking, biking, transit use, and other non-single-occupancy transportation modes through building and site design.	Same as above
SOUTHEAST REDMOND	
N-SE-6: If funding under the regional Transportation Plan becomes available and the adopted plans provide for service to the subarea, accommodate a transit station and a maintenance facility for a regional rapid transit system that would make Redmond a primary location for transit operations. Designate a 10- to 15-acre parcel as a transit station with a park-and-ride facility, and establish NE Union Hill Road as the corridor to the maintenance facility.	The East Link Project has located a park and ride station within the SE Redmond neighborhood and it is also a potential area for a maintenance facility.
N-SE-7: Transit stations and terminals are desired in the subarea, subject to special development permit approval. Development of retail and services uses in combination with the transit station shall be permitted; provided, that commercial uses are designed and sited to be supportive of transit ridership. Examples of such uses include: day care facilities, newsstands and laundromats, coffee shops and pharmacies.	The East Link Project stations would support development around the stations.
N-SE-35: Interconnect a rapid transit system from regional employment and housing centers to the Redmond Central Business District/Southeast Redmond employment center.	The East Link Project would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as to regional destinations.
DOWNTOWN REDMOND	
DT-11 Recognize the eastern portion of the downtown as Redmond's preferred location for a downtown multimodal HCT station that would serve and support the vision for the downtown. Work closely with Sound Transit and other agencies to promote this area as a location for an urban HCT station, and to promote SR-520 as the preferred HCT corridor serving the site. Undertake work in a timely manner to refine the preferred location and to prepare updates to policies and implementation measures. Locate the downtown station to be complementary to location of an additional station in SE Redmond that is designed to intercept vehicles from the Avondale and SR 202 corridors and to serve as the terminus for HCT service.	Sound Transit and the City of Redmond have been coordinating and working together through the East Link Project. The EIS considers station and route alternatives consistent with this policy.